ter to set something, and went to the kitchens, which we found deserted. made coffee and helped oursevies to biscult and beef. But most of the passengers refused to eat.

"We saw rafts sent from the Carmania, but nobody told us to jump inin fact, we knew not what they were there for. About 6 o'clock the decks began to get very warm, then hotter and hotter. But we did not seem to feel the heat."

When shown his boot with the sole half burned through, Trintepohl said:
I don't remember this, but it was awful hot when the flames burst out. but others were quite still.

"After the explosion, I thiught it better to jump, for I am a good swimner, and an English passenger and one of the crew sail they would ac-company me. I jumped first; they fol-loved, but I never saw them again. I made for the German ship, but they did not hear me. Then I came towards the Carmania and shouted: 'Help, help,' and was saved by aid of e searchlight. I was about an hour the sea, and became half unconous. I know not how I was got

During the day five sallers and one steward fell into the fire and 'were burned to death. I know nothing more. I came away because it was too hot to stay any longer, and I feared the whole ship

When Trintepohi was told that, according to the captain's wireless message, six boats had been launched and Come an to got away, he said:
It is not so, I was there all the
ime and saw everything. No boat got

of the attempts to get lifeboats along-side the Volturno, "Nothing," he said, "was seen of the two boats launched with about twenty passengers each after they left the Volturno's side. Four others were

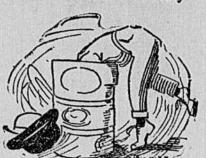
thich read: 'For God's sake, help us. miracle, the flames did not pread to the after deck. Eventually, he sens moderated, and boats saved

21 persons. The death roll numbers the Devonian, one of the rescuing teamers, says he has fifty-nine suraboard, comprising eighteer

Carmania, the latter steamer having been credited with eleven survivors, follows: whereas sho is bringing only one. "On i

NINETEEN SAVED

Our Knowing How Saves Our Customers Money



BY JACK BINNS,
Wireless operator on board the Republic at the time of her collision
New York October 12.—The following telegram from Captain Barr, of the Carmania, was received by the Camard Line this morning:
Carmania due Queenstown 5 A. M. Monday (Greenwica time). Volturno had the original type of boat from the bottom to the head, from the pelts to the perfected product, from the factory to the New York and London show rooms, and we

BY JACK BINNS,
Wireless operator on board the Republic at the time of her London show rooms, and we now know we can give you the best \$3 hat for three dollars that has ever adorned your brow!

I lactory to the New York and present menace to navigation the abandoned vessel exerts.

The Volturno, according to Captain Barr's message, is still floating, ablaze, where she was abandoned, without a single means of making her presence known should fog descend and enshroud her blazing hulk.

Unless either the American or British governments dispatch a warship immediately to destroy the wreck the Volturno may be the cause of another disaster.

Come and see.

mashed against the ship's side and the coupants either killed or drowned. "At 9 o'clock Thursday night, the aptain of the Volturno sent a message

wireless message from the captain All Passengers Who Remained on the Volturno Transferred to Rescue Vessels.

A wireless message from the steamer Seidlitz, forwarded from Bremen, says of the Daily Mail, who is a passenger she has aboard forty-six survivors, instead of thirty-six, as previously reported. This would account for the ten supposed to have been aboard the turn. The message, which is a continuation of one sent Saturday, is an invasion of the Daily Mail, who is a passenger on the Cunard liner, giving a further description of the burning of the Volturn. The message, which is a continuation of one sent Saturday, is an invasion of the Daily Mail, who is a passenger on the Cunard liner, giving a further description of the barries and the Daily Mail, who is a passenger on the Cunard liner, giving a further description of the Daily Mail, who is a passenger on the Cunard liner, giving a further description of the Daily Mail, who is a passenger on the Cunard liner, giving a further description of the Daily Mail, who is a passenger on the Cunard liner, giving a further description of the Voltural liner liner, giving a further description of the Voltural liner line tinuation of one sent Saturday, is as

"On board S. S. Carmania, Mid-Among the Apt-class passengers on Atlantic, October 12.—The life-boats the Volturno, there were only two took off in quick succession the pas-americans. John Krug and Frieda sengers from the Volturno as they slid, one by one, down the life lines.

"Daybreak saw two other additions speed and quickly took up a position to windward of the Volturno. In a few moments two large streams of oil

Vim, vigor, vitality, virility_ in a word, strength—is the net result of regularly drinking a good mineral water.

Standing alone in its class, the high regard in which WHITE ROCK WATER is held by the doctors of today is attested by its enormous sale.

Reliable agents can make big money handling The Times-Dispatch--

Virginia's Greatest Newspaper In towns where it is not already represented.

Write Circulation Department,

The Times-Dispatch, for full particulars.

ABANDONED VESSEL IN PATH OF LINERS

Unless Either American or British Government Sends Warship to Destroy Wreck the Volturno May Be Cause of Another Disaster.

outset.

The boat is then lowered by letting the ropes slide through the blocks. This causes it to drop with short, jerky movements, which causes the boats to strike the water heavily. Once in the water it is an almost superhuman task to release the hook holding the boat to the tackle, even in calm water.

Water.

Unfortunate Conditions.

It was undoubtedly these conditions, coupled with the heavy sea caused by the northwesterly gale, that capsized the Volturno's boats and caused the death of so many passengers and crew.

Volturno may be the cause of another disaster.

At Mercy of Wind and Waves.
She is at present floating at the mercy of wind and ocean current in the direct path of ocean liners on a track over which an average of six ships pass every day. Her position is also in one of the fog belts of the North Atlantic, where fog is experienced on an average of five days out of every hundred.

There is very little chance of the vessel foundering because the water in which she floats keeps her hull from becoming overheated, while the gases caused by the combustion of inflammable material on board exert sufficient pressure to counteract the pressure of the water outside.

Captain Barr's message also states that the loss of life occurred in an attempt to put off in the Volturno's boats and caused the work which move across a cogged tangent. They allow the boat to be launched depite the angle at which the ship is listing. Most ships have also an accommodation ladder, which can be lowered down the ship's side, thus downed down the ship's side, thus downed down the ship's side, thus depite the angle at which the ship is listing. Most ships have also an accommodation ladder, which can be lowered down the ship's side, thus deput the volturno's boats and caused the work.

Most modern ships are fitted with tangent davits. These are stoel arms, which move across a cogged tangent. They allow the boat to be launched depit the angle at which the ship is listing. Most ships have also an accommodation ladder, which can be lowered down the ship's side, thus depite the angle at which the ship is listing. Most ships have also an accommodation ladder, which can be lowered down the ship's side, thus depite the angle at which the ship is listing. Most ships have also an accommodation ladder, which can be lovered down the ship's side, thus depit the angle at which the ship is listing. Most ships have also an accommodation ladder, which can be lovered down the ship's side, thus depit the angle at which the ship is listing. Most ships have also an ac

DOWN LIFE LINES ANXIOUS RELATIVES IN SEARCH OF NEWS

Scores at Uranium Line Office DAY OF ANXIETY for List of Survivors.

[Special to The Times-Dispatch.] New York, October 12.—Scores of relatives and friends of those who were known to have sailed from Rotterdam on the steamship Volturno waited at the office of the Uranium Line to-day

known to have sailed from Rotterdam on the steamship Volturno waited at the office of the Uranium Line to-day in hope of learning the identity of the survivors. When the wireless message from the Rappahannock, sent via Hallfax, N. S., was received it contained the names of but nineteen survivors, none of whom was known here.

This was a bitter disappointment to the crowd, which began to gather at daybreak, but few left the steamship office until late to-night. As the sparing details of the disaster were discussed among the crowd it became apparent to all that several days and perhaps weeks would elapse before they could be certain of the fate of their relatives and friends. The survivors are distributed among the ten the rescue of the Volturno passengers from making her scheduled stop here. Captain Barr sent a wireless message to the Uranium Line to-day in hope of the Uranium Line to-day in hope of the Uranium Line to-day in hope of the Seamen's Union, discussing the Volturno discussing the Volturno as hips at sea had been increasing at an alarming rate recently. He suggests that steam should be used universally to fight fire on shipboard. This method, he explained, had been found to be very effectual.

It is the purpose of the Seamen's Union to take action looking to greater as afeguards in the matter of fire prevention. The union will also interested particularly to the number of boats and able seamen carried. to the rescue fleet, the Russiah-American liner Czar and the tank steamer daybreak, but few left the steamship of the burning of the Volturno.

A furious seaward gale, which were pouring over the side of the Nar-ragansett, and this materially calmed the water and was of invaluable as-

Steamer Bound for Halifax Reports Presence of Volturno
Survivors.

On Board Steamer Happalanneek
(Via Cape Bace and Camperdown Wirelas Station and Halifax N. S.)
Cutcher 12—We are bound for Halifax N. S.
Cutcher 12—We are bound for Halifax

to-night to reach the Kroonland by relays from the Kalser Wilhelm II. A. S. Franklin, manager of the International Mercantile Marine, tele-phoned the Uranium office that his company had ordered an extra wireless watch on all vessels of the line, which are anywhere near the Kroonland and Grosser Kurfurst, in the hope of assisting in getting some definite information from the Urantum Line. The Russian-American line cabled from Rotterdam that a full list of the 102 survivors on their ship would be

called as soon as the Czar is in com-munication with Rotterdam. The French Line cabled from Havre: "Trying hard to get in touch with La Touraine. So far have not suc-ceeded. Will make further attempts

Paul G. Forman, manager of the Uranium Line, said to-night that the Volturne was well equipped with life-

saving apparatus. "The Volturno is certified to carry 1,220 souls," he said. "When she sailed The Volturno is certined to carry 1,220 souls," he said. "When she sailed from Rotterdam she carried lifesaving equipment for 1,240. The men were put through regulation lifeboat and fire drill in each port and occasionally while at sea. Until we receive more definite advices from Captain Inch, we cannot express any explanation of how the passengers met their death."

SUFFRAGE ADDRESS

liss Julia Henning Will Speak Before League on Thursday.
"Why She Is a Suffragist," will be
the subject of an address by Miss Julia flenning, on Thursday afternoon at 4:30 o'clock at the weekly meeting of the Equal Suffrage League of Virginia. This concouncement was made by Mrs. Charles Bosher, chairman of the pro-gram committee.

Mrs. Bosher also announced that or Friday night at \$330 o'clock Miss Ellen Glasgow, the novelist, will speak on suffrage under the auspices of the league, in the auditorium of the Young Men's Christian Association. Miss Men's Christian Association. Miss Glasgow was one of the first women in Virginia to identify herself with the suffrage movement, and is honor-ary vice-president of the State league. Richmond Trust & Savings Co. Trustee.

Asserdam. October 12.—The announcement was made in this city tonight that all of the first-cabin passengers of the Volturno were rescued. The list given out is as follows:

John and Frieda Krug, said to be Americans: Farber Reimer, Kaplan Sabbin, Friedman Sabbin and six members of the Tepper family, who are down as from Russia; three women from Austria, Mariana Meisgoda, Adela Gadskor and Karolina Chodala; Antone, Armand and Hedwig Eberle, all Germans, and two Frenchmen, Rene and Jene Casermanda.

Accepts Call to Baltimore.

Baltimore, Md., October 12.—Rev. Robert Stuart McArthur, D. D., president of the Baptist World Alliance, and for forty years pastor of Calvary Baptist Church, New York City, to-day accepted a call to be pastor of the First Baptist Church of this city.

Scalded to Death in Bathinb.
Cleveland, O., October 12.—Henry W. Judd, wealthy retired business man, was scalded to death in his bathtub to-day. His bath had been prepared to be pastored to be past

Cunning Plotters Forecast: Virginia-Fair Monday

Many a New Home will Have a Little Sunbeam to Brighten it.



the stomach and abdomen pliant so they expand easily and naturally without pain, and with none of that peculiar nausea, nervousness and other symptoms that tend to weaken the prospective mother. Thus Capid and the stork are rated as cunning plotters to her ald the coming of a little sunbeam to gladden the hearts and homes.

Thousands of women know from experience Mother's Friend is one of our greatest contributions to happy motherhood. Soid by all druggists at \$1.00 per bottle, Especially recommended as a preventive of calling breast.

Write to Bradfield Regulator Co., 281

Since January 1. 3.08

Local Observation S.P. M. Yesterday.

Temperature 55

Mind—direction S.W.

Wind—direction S.W.

Wind—direction S.W.

Wind—direction S.W.

Wind—velocity 2

Weather CONDITIONS IN IMPORTANT CITIES.

(At 8.P. M. Eastern Standard Time.)

Place. Ther. H. T. 1. T. Weather.

Asheville 52 60 46 Clear

Atlantia 60 68 48 Clear

Atlantia 60 68 48 Clear

Atlantic City. 56 64 Clear

ing breast.

Write to Bradfield Regulator Co., 281

Lamar Bldg., Atlanta, Ga., for their valuable book to expectant mothers.

Let Our Local Corsettere Fit You With a Made-to-Measure NU BONE CORSET With its Graceful Lines, Up-to-Date Style and Made-to-Measure Comfort. Not sold in stores, but fitted in the seclusion of your home by a trained conseiler.

MRS. M. A. CARTER, City Mgr., 202 East Main Street. \$100

Volturno, Are Correct, 143 Persons Perished.

New York, October 12 .-- A message from Captain Inch, of the steamer Volturno, the first direct communication from a person who had been on board the ill-fated Uranium line to reach the offices of the steamship company here, was received to-day. It was sent by wireless from the steamer Kroonland and picked up at Ouessand, France, and relayed to New York by cable. It

"Volturno on fire, abandoned in latitude 48.29 north, longitude 34.39 west. Approximate passengers saved, 485; approximate erew saved, twenty-

If Captain Inch's figures are correct, 143 persons lost their lives as a result of the disaster. Officials of the Uranium Line said to-day that their records showed that there were 567 passengers and a crew of forty-three on the Volturno. Taking the number of persons saved as sent by Captain. Inch and those given by the company as a basis for computation, it would appear to be seventy-six passengers and sixty-eight of the ship's personnel

perished. That was confirmed in a wireless dispatch received here to night from the captain of the vessel by way of Cape Rece. The dispatch said: "Passengers we saved, fifteen women

and four children; all scantily clad"
Throughout the day the officers of Uranium Line were bosieged with persons seeking tidings of relatives or friends aboard the Volturno. Paul G. sone seeking tidings of relatives or friends aboard the Volturno. Paul G. Fourman, the general passenger agent of the line, and E. O. Thomas, the manager, were compelled until the list of the saved aboard the Rappalanuock manager, were compelled until the list of the saved aboard the Rappahannock came, to tell them they had no further

STEAM TO FIGHT FIRE ON SHIPBOARD

FOR PREVENTION OF FLOOD.

River is Necessary.

Washington, October 12.—A central this week the novel military campaign Federal scheme to control the Ohio River and its tributaries is necessary East Lancashire towns into which a if floods as devastating as that of last spring are to be prevented in future, according to a Geological Survey report made public to-day, after extensive field investigations of the districts affected. To be successful, the report added, this would require unselfand other interests.

THE WEATHER

Special Local Data for Yesterday. P. M. temperature..... There is some dread in every woman's mind as to the probable pain, distress and danger of child-birth. But, thanks to a remarkable remedy k nown as Mother's Friend, the period is one of joyfun anticipation.

Mother's Friend is since January 1. Mother's Friend is penetrating, extera penetrating, external application. It makes the muscles of the stomach and absince January 1................. 3.08 Local Observation S P. M. Yesterday, 55

MINIATURE ALMANAC.
Ootober 13, 1918.
HIGH TIDE:
Sun rises....6:16 Morning...8:35
Sun sets....5:36 Evaning....4:20

ATTACHES SCOFF

If Figures of Captain Inch, of the They Poke Fun at Recent Manœuvres of English Soldiers.

London, October 12 .- While the British informed only by glowing stories in the English newspapers, fondly beleve that their army demonstrated its preparedness for war and the highest military efficiency in the manoeuvres just concluded, some foreign military attaches are known to have formed very different opinions, reflecting seri-ously on the organization and morals of the English army

of the English army.

The object of the maneeuvres was to develop efficiency in solving trans-port problems, particularly the feed-ing of large bodies of troops who were compelled to make quisk changes of base and long marches, and the London papers were enthusiastic over the

results.

It is almost by irony of fate that the Turkish military attache made a re-port to his government, ridiculing the manoeuvres as a big flasco, adding the transport system fell down badly when put to the test.

The report further pokes fun at the British officers for making the maneuvres one long picnic of joy-rides by day and full-dress parties by night. Although wartime conditions were That the steamer Rappahannock, supposed to prevail no officer was which is speeding toward Halifax from the scene of the disaster, has on board nineteen persons saved from the wreck, nineteen persons saved from the wreck, and the scene of uniform, after the scene of the scene o

men searched for recruits, distributing circulars and picture post-cards, giv ing photographs of men in various reg-iments, the scale of ,ay, and the condi-tions of life in the barracks.

Will Be Held in Connection With Southern Commercial Congress.
Mobile, Ala., October 12.—A series of ish co-operation by the States, cities meetings, to be held by the woman's The two means auxillary of the Southern Cor

and other interests. The two means of preventing flood damage that are asserted to be "unquestionably the best and most reliable" are levees and storage reservoirs.

The report points out that in no year since 1873 has the Ohio falled to overflow its banks at some point, and that floods are now the rule rather than the exception. That of 1913, the most devastating of all the floods, the survey estimates, did more than \$200,900, 900 damage.

Accepts Call to Baltimore.

Baltimore, Md., October 12.—Rev. Robert Stuart McArthur, D. D., president of the Baptist World Alliance, and

OBITUARY

Miss Josephine Mann.

Miss Josephine Mann died vestorday morning at the home of Charles T. McCarthy, 2330 West Grace Street. The funeral will take place this afternoon at 4 o'clock from St. Peter's Church. Interment will be made in Mt. Calvary lemetery.

Funeral of R. D. Apperson.
Lynchburg, Va., October 12.—The fueral of R. D. Apperson, until recently
resident of the Lynchburg Traction
and Light Company, who died last

FOR YOUR

ENTERTAINMENT AS THE EVENINGS

GROW LONGER You Will Find the

Victor-Victrola

one of the most enjoyable instruments purchasable. Its scope and variety of music production is limitless, and every possible taste for music can be satisfied.

Prices, \$15.00 to \$200.00

We carry a full and complete ine of everything the Victor Company makes.

'The House That Made Richmond

men-servants. According to the report, he had three changes of uniform, afternoon tea, and all the comforts of home.

While the officers junketed, the report charges, the rank and file worked like dogs and were often starved because the food transports broke down of went astray and never reached their destination. The whereabouts of some of the trains were still unknown after the manocuvres ended.

Several regiments, booked for critical battles, lost their way and never smelled smoke. Others blundered into the enemy's territory and were speedily captured.

The report adds that, after the first few days of the flasco, the authorities tried hard to sidetrack the foreign attaches to the rear, showing great eagerness to prevent experts from occupying front orchestra seats at this comic-opera warfare.

Recruiting by ragtime is the latest device of the military authorities to attract men to the army to fill the gaps in the ranks. It is apparently held

Monday in San Monica, Cal., took place here this afternoon from St. Paul's Episcopal Church, of which church he was formerly a vestryman. The service was conducted by Rev. George Ployd Rogers, rettor of St. John's Church, in the absence of Rev. Joseph B. Dunn, D. D., rector of the parish. Interment was at Spring Hill Cemetery. The active pallbearers were: D. The honorary pallbearers were: D. The honorary pallbearers were: John L. Lee, A. T. Powell, E. C. Ivey, Garland E. Vaughan. Ernest Williams, James I. Lee, C. W. Hancock, Williams, King, Jr., F. B. Sheiton, of Philadelphia; Governor Charles R. Miller, of Delaware, Dr. W. C. Barker, of Buchanan, Va., J. P. Wessel, of Youngstown, O.; D. L. Powell, E. C. Ivey, Garland E. Vaughan. Ernest Williams, J. C. W. Hancock, Williams, J. C. W. Garker, of Buchanan, Va., J. P. Wessel, of Youngstown, O.; D. L. P. Wessel, of Youngstown, O.; D. L. W. C. Barker, of Buchanan, Va., J. P. Wessel, of Youngstown, O.; D. L. W. C. Hancock, W. P. Tama, of Shunt

erness to prevent experts from occupying front orchestra seats at this comic-opera warfare.

Recruiting by ragtime is the latest device of the military authorities to attract men to the army to fill the gaps in the ranks. It is apparently held that, despite some diminution of military dignity, the enthralling strains of music hall classics are more likely to live the civilian into the army than the time-honored methods.

In consequence of the adoption of this plan by the authorities at the Fulwood barracks at Preston, a remarkable scene was witnessed there of the largest cotton factories in the world which recently were visited by the King and Queen, poured thousands of workers into the thoroughfares. While the band of the Royal North Lancashire Regiment played "Hitchy Koo," "Robert E. Lee," and other raging time tunes in the square, attracting a crowd, about seventy officers and men searched for recruits, distributing circulars and picture post-cards, giv-

Mrs. Julia Gaines Perherton.

[Special to The Times-Dispatch.]

Salisbury, N. C., October 12.—Mrs.

Julia Gaines Perberton, aged sixtyfive years, died suddenly to-day at the
home of Mr. and Mrs. George Fisher,
in Salisbury, from a stroke of apoplexy.
She was the widow of Samuel J. Perberton, a well-known citizen of Albemarle, and is survived by three daughters—Mrs. J. R. Ferguson, wife of a
naval officer in Newport, R. I.; Mrs.
William A. Moncure, of Philadelphia,
Miss Willie Perberton, of Albemarle;
and one son, Henry Perberton, of Kannapolis. She came from Albemarle a
few days ago for a visit to Mrs. George
Fisher. The burial will take place on
Tuesday at Albemarle.

Mrs. T. O. Goode.

[Special to The Times-Dispatch.]

Bedford City, Va. October 12.—The funeral services over the remains of Mrs. Goode, wife of T. O. Goode, of this place, took place yesterday morning from hte Methodist Church, being conducted by the pastor, Rev. W. W. Lear, D. D. The interment was made at Longwood Cemetery.

Mrs. Goode, who was Miss Foster, of Bedford, is survived by her husband and several sons. Mrs. T. O. Goode.

James Jackson.
[Special to The Times-Dispatch.]
Alexandria, Va., October 12.—James
Jackson, thirty-eight years old, died
yesterday afternoon at his home, \$12
Oronoco Street. His wife survives.

DEATHS

MANN.—Died, Sunday morning, October 12, 1913, at the residence of Charles T. McCarthy, 2330 West Grace, MISS JOSEPHINE MANN.
Funeral from St. Peter's Church. Eighth and Grace Streets, MONDAY, October 13, at 4 P. M. Interment Mt. Calvary Cemetery.

HUGHES.—Died, at the home of her son-in-law, 702 North Thirty-fourth Street, Sunday night at 11:45 o'clock, MRS. MARY A. HUGHES, in the eighty-third year of her age. Funeral notice later.

Electric Light Wires Can Be

installed in any house and concealed without breaking the plaster or damaging the house in any way

Let us get you an estimate on wiring your house for electricity and explain to you the many advantages awaiting you for COMFORT, SAFETY AND ECONOMY.

Virginia Railway and Power Co.

Seventh and Franklin Streets.